MANOA NEIGHBORHOOD TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

FINAL REPORT

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City and County of Honolulu

Department of Transportation Services

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This report was prepared for the Honolulu Department of Transportation Services by R.M. Towill Corp and Walkable Communities, Inc. For background information on details found in this report contact The Traffic Calming Program at, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

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INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this unwanted, unsafe behavior. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders", Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1
Traffic calming the Manoa Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member Andy Mirikitani and staff to identify an area of concern in his district.

Step 2
R.M. Towill staff collected traffic volume, speed and crash records to determine existing conditions. University of Hawai'i Urban and Regional Planning program mapped traffic information using Geographic Information Systems (GIS).

Step 3
The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4
The Manoa Neighborhood hosted a community traffic calming charrette on November 13, 1999. Here neighborhood residents were presented with community photographs and given some examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood map.

Step 5
The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings for several locations, and selected the most appropriate tools for enhanced illustrated drawings.

Step 6
The Manoa Neighborhood hosted a final workshop in which residents helped fine-tune the recommendations of the Traffic Calming Team. Comments were received and incorporated into the final report. This report includes the final conceptual system map, and summarizes resident' priorities for implementation.